2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

19

Charlotte County
Town of Charlotte C.H.
Town of Drakes Branch
Town of Keysville
Town of Phenix

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Cn	ariotte ivi	aintenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County											1 40101		1 40101			
~~			_	From:	-00/	Mecklenb			201	_		_		4000	_	
[15]	7.39	1200	F	87%	0%	3%	1%	8%	0%	F	0.101	F	0.558	1300	F	2003
~~~				To: From:			arnes Juno	tion								
15	3.24	2100	F	87%	0%	3%	1%	8%	0%	F	0.103	F	0.573	2100	F	2003
				To- From:		US 360 N	ear Wyllie	esburg	-							
15	3.88	5100	F	66%	10%	7%	2%	15%	1%	F	0.079	F	0.522	5200	F	2003
				To:		SR 47	Krafton G	ate								
15	6.60	4900	F	66%	10%	7%	2%	15%	1%	С	0.083	F	0.531	5000	F	2003
<u> </u>				To- From:	В	US US 15	South of k	Cevsville								
(15)	3.36	4600	F	71%	6%	2%	2%	16%	2%	С	0.073	F	0.512	4700	F	2003
				To: From:		SD A	0 Keysvill	Δ								
15	2.04	4800	F	75%	1%	1%	2%	19%	1%	С	0.077	F	0.527	4900	F	2003
15			-	To:								-				
(IE)	1.66	3300	F	From: 90%	1%	0, BUS US 3%	15 North	6%	0%	F	0.079	F	0.576	3300	F	2003
[15]	1.00	3300	•	To:		Prince Edw			070		0.073	'	0.570	3300	'	2003
Puo				From:			of Keysv		1							
Bus (15)	2.93	1500	F	91%	1%	1%	1%	6%	0%	С	0.094	F	0.507	1500	F	2003
(13)	2.00		•	To:	. 70		Keysville	<b>5</b> / 0	7,0	0	0.007	•	0.507	.500	•	2000
Town of Keysville																
Bus Bus				From:		CL	Keysville									
15	0.73	1500	N	91%	1%	1%	1%	6%	0%	Ν	0.094	Ν	0.507	1500	Ν	2003
				To		S	SR 40									
Bus			_	From:						_		_			_	
[15]	0.56	5700	F	91%	1%	1%	1%	6%	0%	F	0.087	F	0.519	5800	F	2003
Bus				To: From:		N	SR 40		-							
15)	0.37	4100	F	91%	1%	1%	1%	6%	0%	F	0.089	F	0.501	4200	F	2003
1.5)				To-		CL	Keysville									
Charlotte County				-												
Bus				From:		CL	Keysville									
(15)	1.34	4100	N	91%	1%	1%	1%	6%	0%	Ν	0.089	Ν	0.501	4200	Ν	2003
<u> </u>				To:		US 15 N	of Keysv	ille								
_				From:		Campbe	ll County	Line								
(40)	6.74	1300	F	83%	0%	1%	1%	15%	0%	С	0.082	F	0.635	1400	F	2003
				To:		WC	L Phenix									
Town of Phenix																
	0.07	4000		From:	00/		L Phenix	450/	00/		0.000		0.005	4.400		0000
40	0.97	1300	N	83%	0%	1%	1%	15%	0%	N	0.082	N	0.635	1400	N	2003
				From:			19-727									
(40)	0.62	2000	F	83%	0%	1%	1%	15%	0%	F	0.084	F	0.555	2000	F	2003
				To:		EC	L Phenix									
Charlotte County				From:		E.C.	ı Dl. '		-							
	0.78	2000	N	83%	0%	1%	L Phenix 1%	15%	0%	N	0.084	N	0.555	2000	NI.	2003
40	0.70	2000	14	03% 	U 70				U 70	IN	0.004	IN	0.000	2000	N	2003
				From:			East of Pho				0.05:	_	0 ====	C 15 -		000-
40	4.38	2100	F	83%	0%	1%	1%	15%	0%	F	0.084	F	0.533	2100	F	2003
				To:		wcl C	harlotte C	.H.	J							
Town of Charlotte C.H.				From:		WCLC	harlotte C	H	ı							
40	0.98	2100	N	83%	0%	1%	1%	:.н. 15%	0%	N	0.084	N	0.533	2100	N	2003
40	0.50	2100	14	00 /0	J /0			10/0	0 /0	14	0.004	1 14	0.555	2100	14	2000
	0.40	4700	_	From:	00/		SR 47	450/	001	_	0.000	_	0.510	4000	_	0000
40)	0.10	4700	F	83%	0%	1%	1%	15%	0%	F	0.088	F	0.519	4800	F	2003
·				From:			SR 47									
40	0.94	2200	F	83%	0%	1%	1%	15%	0%	F	0.09	F	0.548	2200	F	2003
$\sim$				To:		ECL C	harlotte C	.Н.								

					Ch	arlotte Mair	ntenance /	4rea								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Truck- +Axle 1T	rail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County	7.50			From:	00/	ECL Char		-0/	00/		0.00		0.540	0000		0000
40	7.58	2200	N	83% To-	0%	1% WCL K		5%	0%	N	0.09	N	0.548	2200	N	2003
Town of Kevsville				From:		WCL K	avevilla									
(40)	0.54	2200	N	83%	0%	1%		5%	0%	N	0.09	Ν	0.548	2200	N	2003
Bus				From:		WUS										
40 [15]	0.56	5700	F	91%	1%	1% E US 1		%	0%	F	0.087	F	0.519	5800	F	2003
40)	0.40	3400	F	90%	0%	4%	1% 5	%	0%	F	0.086	F	0.516	3400	F	2003
Charlotte County				To:		ECL K	eysville		<u> </u>							
	0.85	3400	N	From:	0%	ECL K		%	0%	N	0.086	N	0.516	3400	N	2003
40)	0.00	<del></del>		To:	070	Lunenburg (			070		0.000	11	0.010	J-00		2000
				From:		Mecklenburg	County Lin	e								
47)	2.70	1900	F	84%	0%	2%		2%	0%	F	0.084	F	0.6	2000	F	2003
(47)	6.55	2600	F	From: 84%	0%	US 15-360 F 2%		2%	0%	F	0.095	F	0.58	2600	F	2003
				To:		SCL Drak	es Branch									
Town of Drakes Branch				From:		SCL Drak	res Branch									
<b>47</b> )	2.09	2600	N	84%	0%	2%		2%	0%	N	0.095	Ν	0.58	2600	N	2003
<u>(47)</u>	0.25	2600	F	From: 84%	0%	SR 2%		2%	0%	F	0.093	F	0.579	2700	F	2003
47)				To:		NCL Drak										
Charlotte County				From:		NGL D. I	D 1									
<b>(47)</b>	3.03	2600	N	84%	0%	NCL Drak 2%		2%	0%	N	0.093	N	0.579	2700	N	2003
				To-		SCL Char	lotte C.H.									
Town of Charlotte C.H.				From:		SCL Char	lotte C H		1							
<b>(47)</b>	0.99	2600	N	84%	0%	2%		2%	0%	Ν	0.093	Ν	0.579	2700	N	2003
	0.10	4700	F	From: 83%	0%	S SI 1%		5%	0%	F	0.088	F	0.519	4800	F	2003
47 40	0.10	4700	Г	To:	0%	176 N SI		070	0%	Г	0.000	Г	0.519	4000	<u>г</u>	2003
(47)	0.98	3000	F	84%	0%	2%	3% 12	2%	0%	F	0.082	F	0.551	3100	F	2003
				To:		NCL Char	rlotte C.H.									
Charlotte County				From:		NCL Char	rlotte C.H.									
47	3.47	3000	N	84%	0%	2%		2%	0%	N	0.082	N	0.551	3100	N	2003
<u> </u>	7.02	1600	F	From: 84%	0%	19-i		2%	0%	С	0.085	F	0.580	1600	F	2003
•				To:		19-649 Ma										
47)	2.82	1700	F	84% To:	0%	2% Prince Edward		2% ne	0%	F	0.084	F	0.611	1800	F	2003
				From:		Charlotte C	County Line			_				16		
47	1.59	1900	F	84% To:	0%	2% Appomattox		2%	0%	F	0.086	F	0.624	1900	F	2003
Town of Drakes Branch																
59)	0.55	2000	F	93%	1%	R 47 North of 2%		nch %	0%	С	0.1	F	0.550	2000	F	2003
59				To		NCL Drak										
Charlotte County				From:		NCL Drak	res Branch		ı							
(59)	6.77	2000	N	93%	1%	2%		%	0%	N	0.1	N	0.550	2000	N	2003
				To:		WCL K	eysville									

					Cr	nariotte Maintenan	ce Area	3							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kevsville				- 1											
[50]	0.58	2000	N	93%	1%	WCL Keysville	2%	0%	N	0.1	N	0.550	2000	N	2003
59	0.00			To	.,,	SR 40 Keysville		0,0				0.000		• • •	
Charlotte County															
(02)	2.11	2300	F	91%	0%	Mecklenburg County 3% 1%	Line 4%	0%	F	0.094	F	0.504	2400	F	2003
92				To:	0,0	US 15 Barnes Junc			•	0.001		0.001	2100	•	2000
92	3.80	2100	F	91%	0%	3% 1%	4%	0%	F	0.080	F	0.508	2100	F	2003
				To- From:		US 360		-							
92	0.70	460	F	97%	0%	1% 1%	1%	0%	F	0.131	F	0.726	470	F	2003
				To:		Halifax County Li									
(260)	1.73	5300	F	From: 82%	1%	Halifax County Li 1% 2%	13%	1%	F	0.079	F	0.529	5200	F	2003
360	1.70	0000		02 /0	170	SR 92	1070			0.070		0.020	0200		2000
360	4.64	4200	G	From: <b>82%</b>	1%	1% 2%	13%	1%	F	NA			4100	G	2003
				To-		W US 15									
(360) (15)	3.88	5100	F	66%	10%		15%	1%	F	0.079	F	0.522	5200	F	2003
				To: From:		SR 47 Krafton Ga	te								
(360) (15)	6.60	4900	F	66%	10%	7% 2%	15%	1%	С	0.083	F	0.531	5000	F	2003
<del>*</del> * *				From:		S US 15 BUS		-							
[360] [15]	3.36	4600	F	71%	6%	2% 2%	16%	2%	С	0.073	F	0.512	4700	F	2003
	2.04	4000		From:	40/	SR 40 Keysville		40/		0.077		0.507	4000		2002
[360] [15]	2.04	4800	F	75%	1%	1% 2%	19%	1%	С	0.077	F	0.527	4900	F	2003
(200)	1.75	5400	F	From: 82%	1%	E US 15 1% 2%	13%	1%	F	0.072	F	0.542	5200	F	2003
(360)	1.70	3-00	•	To:		Prince Edward Count		170	'	0.072	•	0.042	3200		2000
Bus Bus				From:		US 15 S OF KEYSV	ILLE								
(360) (15)	2.93	1500	F	91%	1%	1% 1%	6%	0%	С	0.094	F	0.507	1500	F	2003
<del></del>				To:		CL Keysville		ļ							
Town of Kevsville Bus Bus				From:		CL Keysville									
(360) (15)	0.73	1500	N	91%	1%	1% 1%	6%	0%	Ν	0.094	Ν	0.507	1500	Ν	2003
$\sim$				To: From:		S SR 40									
Bus Bus (15)	0.56	5700	F	91%	1%	1% 1%	6%	0%	F	0.087	F	0.519	5800	F	2003
				To		N SR 40									
Bus Bus	0.37	4100	F	91%	1%	1% 1%	6%	0%	F	0.089	F	0.501	4200	F	2003
(360) (15)	0.07	4100	•	To:	1 70	CL Keysville	070	070	'	0.000	•	0.501	4200		2000
Charlotte County															
Bus Bus	1 24	4400	N.	From:	1%	CL Keysville	60/	0%	NI.	0.000	N.I	0.501	4200	NI	2002
[360] [15]	1.34	4100	N	91% To:	170	1% 1% US 15 N OF KEYSV	6%	0%	N	0.089	N	0.501	4200	N	2003
				From:		Mecklenburg County									
(600)	0.60	70	R							NA			NA		06/11/2003
				To:		19-602									
$\bigcirc$	0.70	400	_	From:		19-631				NIA			NIA		00/40/0000
601)	0.70	100	R							NA			NA		06/16/2003
(601)	0.20	350	R	From:		SR 92				NA			NA		06/11/2003
601)	0.20			To:		10.702		<del></del> 1		14/7			11/1		
(601)	0.70	370	R	From:		19-602				NA			NA		06/11/2003
				To		US 15				-			-		
				From:		19-609; 19-686									
602	0.10	120	R	Ter.		10.600		<del></del> 1		NA			NA		06/11/2003
				10:		19-600									

					Cha	ariotte ivi	aıntenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:		1	9-600		1							
602	0.99	120	R	<u> </u>							NA			NA		06/11/2003
				To: From:		0.99 N	/W 19-60	0								
602	0.91	90	R	To		1	9-601				NA			NA		06/11/2003
				From:			9-607									
603)	0.50	130	R	T.,							NA			NA		06/16/2003
603)	1.50	70	R	From:			9-684				NA			NA		06/16/2003
603)	0.60	40	R	From:			9-744				NA			NA		06/16/2003
				To:		Mecklenb		Line								
604)	2.80	450	F	96%	2%	2%	9-709 <b>0</b> %	0%	0%	С	0.109	F	0.646	450	F	2003
604)	1.50	440	R	From:		1	9-655				NA			NA		05/07/2003
	0.40			To: From:		1	9-651									05/40/000
604)	3.40	370	R	To:	1	Prince Edw	ard Count	v Line			NA			NA		05/13/2003
				From:			9-608	y Eme	<u>.</u>							
605)	1.59	200	R								NA			NA		03/28/2000
605)	0.10	460	R	From:		1	9-632		ļ		NA			NA		03/28/2000
(003)				To:			5 SOUTH									00/20/2000
605)	1.06	220	R	From:		US 1	5 NORTH	I			NA			NA		03/28/2000
605)	0.50	130	R	From:		1	9-627				NA			NA		03/28/2000
	0.27	100	R	To- From:		0.50 1	MS 19-62	7			NA			NA		06/16/2003
605	V.2.			To:		Mecklenb	arg County	/ Line								00/10/2000
				From:		1	9-637									
606	2.00	300	R								NA			NA		11/08/2000
<u> </u>	3.50	300	R	From:		1	9-634				NΙΛ			NΙΛ		11/09/2000
(606)	3.30	390	ĸ	To:			0.670		1		NA			NA		11/08/2000
606)	0.70	500	R	From:			9-679				NA			NA		11/08/2000
	0.72	420	R	From:		1	9-626				NA			NA		11/08/2000
606)	0.72	420	K	To:		1	JS 15				INA			INA		11/06/2000
				From:			9-746		1							
(607)	3.06	160	R								NA			NA		03/03/2003
	0.05	400	_	From:		1	9-641				NIA.			NIA		00/00/0000
(607)	2.95	130	R								NA			NA		03/03/2003
607)	2.10	410	F	92%	1%	4%	9-637 1%	2%	0%	С	0.112	F	0.596	410	F	2003
607	1.50	250	R	To: From:		1	9-608				NA			NA		06/11/2003
				To- From:			9-631									
607	0.60	100	F	92%	1%	4%	1% JS 360	2%	0%	F	0.114	F	0.539	100	F	2003
607	0.85	340	R	From:			,5 500				NA			NA		06/11/2003
				To:		1	JS 15									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	uck		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:			TITAL	ZIIAII		i actor		1 actor			
607	0.70	450	R			US 15				NA			NA		06/11/2003
	1.70	210	R	To: From:		19-609				NA			NA		06/11/200
607				To- From:		19-635									
607	1.50	290	R	To:		Mecklenburg County	y Line	1		NA			NA		06/11/200
				From:		19-607									
608	1.46	280	F	93%	2%	2% 1%	1%	0%	F	0.129	F	0.701	290	F	2003
608)	0.86	240	F	93%	2%	US 360 2% 1%	1%	0%	С	0.14	F	0.576	240	F	2003
				To: From:		SR 92 WEST SR 92 EAST									
608)	2.12	730	F	93%	2%	2% 1%	1%	0%	F	0.094	F	0.549	740	F	2003
608	1.95	470	R	From:		19-605				NA			NA		06/16/200
				To: From:		19-632									
608)	0.88	310	R	To		US 15 NORTH	ī			NA			NA		06/16/200
				From:		US 15 SOUTH									
608	0.25	70	R	To:		Dead End		1		NA			NA		06/16/200
				From:		19-607									
609	1.70	140	R	<u> </u>		19-007				NA			NA		11/01/200
	1.29	160	R	From:		19-635		-		NA			NA		11/01/200
609	1.20	100		To-		1.29 ME 19-63:	5			1471			147.		1 1/0 1/200
609	0.31	250	R	From:				· · · · · · · ·		NA			NA		11/01/200
				To:		Mecklenburg County	y Line								
610	1.89	140	R	From:		US 15				NA			NA		03/21/200
010				To:		Mecklenburg County	y Line								
				From:		US 15; US 360									
611)	1.10	520	F	97%	1%	1% 0%	1%	0%	С	0.098	F	0.556	530	F	2003
(611)	1.80	290	R	From:		17-034				NA			NA		05/03/200
	4.00	220		From:		19-625				NIA			NIA		05/02/200
(611)	1.20	320	R							NA			NA		05/03/200
611)	3.35	120	R	From:		19-607				NA			NA		05/03/200
011)				To:		19-608									
				From:		19-746									
612)	2.20	430	F	96%	1%	2% 0%	1%	0%	F	0.098	F	0.629	440	F	2003
612)	0.69	590	F	From: 96%	1%	19-641 2% 0%	1%	0%	С	0.097	F	0.516	610	F	2003
612				To:		19-637 NORTH							-		
(612)	1.10	390	R	From:		19-637 EAST				NA			NA		06/09/200
612	1.10	330	- 11	To		10 (12				11/7			11/4		
612)	1.30	300	R	From:		19-613				NA			NA		06/09/200
				To: From:		19-634									
612	3.20	200	R							NA			NA		06/09/200
				To:		SR 47									

)	270 410 220 50 1100 790	R R R	From:  To:  From:  To:  From:		SR 4	19-612 19-642 7 NORTH 7 SOUTH				NA NA			NA		10/31/2000
)	410 220 50 1100	R R R	To:		SR 4	7 NORTH 7 SOUTH		<u>_</u>							10/31/200
))	50 1100	R R	To:		SR 4	7 NORTH 7 SOUTH		•		NΔ					
))	50 1100	R R	To:		SR 4	7 SOUTH		1					NA		10/31/200
)	50 1100	R	To:												
)	1100					10 (22				NA			NA		10/31/200
)	1100		From:			19-623									
)	1100		To:			SR 59				NA			NA		06/16/200
) 		F			D	ead End									
) 		г	From:	00/		ll County I		0%	F	0.000		0.527	1100		2002
l	790		98%	0%	1%	0% 19-727	1%	U%	Г	0.098	F	0.527	1100	F	2003
		F	From: 98%	0%	1%	0%	1%	0%	С	0.093	F	0.551	810	F	2003
			To: From:			19-672									
5	760	F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.562	780	F	2003
	660	F	From: 98%	0%	1%	19-663 0%	1%	0%	F	0.096	F	0.575	670	F	2003
			To: From:			19-701									
9	430	R	110111							NA			NA		05/07/2003
3	390	R	From:			19-664				NA			NA		05/07/2003
,	390	, K	To:			SR 47				INA			INA		03/01/200
			From:		Campbe	ll County I	Line								
3	140	R	To:		19-6	72 SOUTH	ſ			NA			NA		03/27/200
	400		From:							NIA			- NIA		00/07/000/
)	130	K	To:		1.00	ME 10 677	,			NA			NA		03/27/2000
7	70	R	From:		1.00	ME 19-0/2	2			NA			NA		05/20/200
			To:												
)	210	R	From:			19-672				NA			NA		05/13/2003
			To			19-762									
)	240	R	FIOII.							NA			NA		05/13/2003
	400		From:	40/			00/	40/		0.40		0.50	400		
)	190	Г	91%	1%			3%	1%	C	0.13		0.52	190		2003
)	250	R	From:			SK 40				NA			NA		1997
			To: From:			19-675		-							
)	250	R	To:			10 610				NA			NA		05/20/2003
			From:				Line	<u>_</u>			_				
)	220	R	_							NA			NA		03/06/2000
			From:				ino								
)	120	R	<u> </u>		Campoc	ir County I	JIIIC			NA			NA		05/13/2003
			To- From:			19-620		-							
)	130	R								NA			NA		05/13/2003
)	240	R	From:		:	19-649				NA			NA		05/13/2003
			To:			19-678									
	240	R	From:												
	33 77 9) 9)	3 140 130 7 70 210 240 190 250 250 220 120 130 240	3 140 R 3 130 R 7 70 R 9 210 R 9 240 R 9 250 R 9 250 R 9 250 R 9 240 R 9 240 R	To:  From:  From	To From:    3	To   Campbe   From:   Campbe   S   140   R	To SR 47  From: Campbell County I  19-672 SOUTH From: 19-672 SOUTH From: 19-672 NORTF  19-672 NORTF  7 70 R  To 19-672  From: 19-672  19-672  19-672  19-672  19-672  19-672  19-672  19-672  19-672  19-675  19-695  190 F 91% 1% 5% 1%  SR 40  250 R  To 19-675  To 19-619  From: Campbell County I  To SR 40  From: 19-649  19-649	To: SR 47    From:   Campbell County Line	Te   SR 47	To	To   SR 47   SR 47   SR 47   SR 47   SR 40   SR 40	SR 47	SR 47   SR 47   SR 47   SR 47   SR 40   SR 4	SR 47	SR 47   Campbell County Line

					Ch	arlotte Maintenar									
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:		19-617				. 40.0.					
619	2.29	160	R			19-017				NA			NA		05/20/2003
(619)	0.10	60	R	To: From:		19-649				NA			NA		05/20/2003
<u>619</u>	1.30	50	R	From:		19-648				NA			NA		05/20/2003
				To:		19-647									
619	1.50	60	R	To:		19-746				NA			NA		05/20/2003
619	2.55	60	R	From:						NA			NA		05/20/2003
<b>(619)</b>	3.00	45	R	From:		19-645		<u> </u>		NA			NA		05/20/2003
T. CD I D I				To:		19-637 WEST	•	L							
Town of Drakes Branch				From:		19-637 EAST									
(619)	0.41	360	F	99%	0%	1% 0%	0%	0%	F	0.111	F	0.595	360	F	2003
619	0.56	390	F	From: 99% To:	0%	19-1204 1% 0% SR 47	0%	0%	С	0.101	F	0.61	390	F	2003
Charlotte County				<u> </u>		SK 4/									
	0.00			From:		19-619				NIA			NIA		05/40/0000
(620)	2.80	20	R	To:	На	alifax County Line; [	Dead End	1		NA			NA		05/13/2003
				From:		Dead End									
(621)	1.68	40	R	To		10.000				NA			NA		05/13/2003
				From:		19-672	т								
622	1.10	70	R			US 15 SOUTH	1			NA			NA		06/16/2003
				To: From:		19-639									
622)	1.02	290	R	To:	110.1	531 H015 BH0 C	·			NA			NA		06/16/2003
				From:		5 N; US15 BUS; G US 15 Bus; Gap Ter		S							
622)	1.10	460	F	92%	1%	2% 1%	4%	0%	С	0.1	F	0.612	470	F	2003
T. (D.) D.				To:		Lunenburg County	Line	L							
Town of Drakes Branch				From:		SR 47									
623)	1.07	1200	F	93% To:	1%	3% 1% ECL Drakes Brai	2%	0%	С	0.157	F	0.762	1200	F	2003
Charlotte County						ECL Diakes biai	icii								
			_	From:		ECL Drakes Bran		221							
623	1.67	480	F	93%	1%	3% 1%	2%	0%	F	0.098	F	0.745	490	F	2003
623	3.00	490	R	From:		19-692				NA			NA		06/09/2003
				From:		19-639									
623)	1.00	320	R	To:		10.612				NA			NA		06/09/2003
623	0.70	470	R	From:		19-613				NA			NA		06/09/2003
623	1.40	270	R	To: From:		US 15				NA			NA		06/09/2003
				To:		Lunenburg County	Line								
$\bigcirc$	1.00	200	_	From:		SR 92; 19-631				NIA			NIA		00/44/2002
624)	1.00	280	R	To:		US 15				NA			NA		06/11/2003
				From:		19-637									
(625)	2.30	70	R	<u> </u>						NA			NA		05/03/2003
				To:	-	19-611									

					Charlotte Maintenance Area	K Di	<u> </u>
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		ΔΔWDT OW Vear
Charlotte County				From:	US 15		
626	0.70	250	R			NA	NA 06/09/200
	0.50	220	R	From:	19-606	NA	NA 06/09/200
626	0.50	220	K	To:	0.50 MN 19-606	INA	NA 00/09/200
626	0.70	5	R	From:	0.30 MIN 17-000	NA	NA 06/09/200
				To: From:	Dead End		
(627)	1.30	260	R	From:	Dead End	l NA	NA 06/16/200
				To: From:	US 15 NORTH		
(627)	1.90	300	R		US 15 SOUTH	NA	NA 06/16/200
				To:	19-605		
<u></u>	0.50	480	R	From:	SR 40	NA	NA 05/20/200
628	0.50	700		To:	Lunenburg County Line	IVA	NA 03/20/200
				From:	Lunenburg County Line		
629	1.30	160	R	To:	VIC 15 DVIC GOVERN	NA	NA 06/10/200
				From:	US 15 BUS SOUTH US 15 BUS MID		
629)	0.46	190	R			NA	NA 06/10/200
				To:	SCL Keysville		
Town of Keysville				From:	SCL Keysville		
(629)	0.24	190	N	To:	VI2 44 DVI2 VOD SVV	NA	NA 06/10/200
				10:	US 15 BUS NORTH		
Charlotte County				From:	US 15		
(630)	1.78	270	R	To:	T 1 0 1 1	NA	NA 06/16/200
				From:	Lunenburg County Line 19-601		
(631)	1.00	140	R		19-001	NA NA	NA 07/17/200
				To:	US 15 SOUTH		
(631)	1.00	590	R		US 15 NORTH	NA NA	NA 07/17/200
				To: From:	SR 92; 19-624		
631)	1.80	370	R	rioni.		NA	NA 07/17/200
				From:	US 360	<u> </u>	
631)	0.30	250	R	To:	19-607	NA I	NA 07/17/200
				From:	19-605		
632	1.60	270	R	<u> </u>		NA	NA 03/28/200
				To: From:	19-608		
632	4.45	150	R	To:	19-640	NA	NA 03/28/200
				From:	19-608 SOUTH		
633)	1.70	90	R		n coordinate	NA	NA 03/28/200
				To: From:	19-702		
633	1.20	160	R	To:	10 (00 NORTH	NA	NA 03/28/200
				From:	19-608 NORTH		
634)	0.30	450	R		19-611	NA	NA 03/21/200
				To: From:	19-679		
634)	2.80	300	R			NA	NA 03/21/200
				From:	19-606	<del> </del>	
634)	1.40	210	R	To:	19-612	NA I	NA 03/21/200
				1	19-012		

8

					Ch	arlotte Maintenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Trı 2Axle 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:		19-609		ı							
(635)	0.60	30	R	<u> </u>		19-009				NA			NA		06/11/2003
				To-		19-607									
	0.70	40	R	From:		19-746				NA			NA		05/20/200
(636)	0.70	40	K	To:		D1E-1 C T		1		INA			INA		03/20/200
636)	1.10	70	R	From:		Dead End; Gap Terr	ninus			NA			NA		05/20/200
				To:		19-645									
$\bigcirc$	2.00	200	_	From:	00/	19-607 1% 0%	1%	0%	F	0.404	F	0.007	400	F	2002
(637)	2.99	390	F	97%	0%			076	Г	0.104	Г	0.667	400	Г	2003
637)	3.56	480	F	From: 97%	0%	19-612 SOUTE 1% 0%	1%	0%	F	0.102	F	0.525	480	F	2003
				To: From:		19-642 WEST		ļ							
(637)	2.67	760	F	97%	0%	1% 0%	1%	0%	С	0.095	F	0.56	780	F	2003
				To:		WCL Drakes Bra	nch								
Town of Drakes Branch				From:		WCL Drakes Bra	nch								
637)	0.13	760	N	97%	0%	1% 0%	1%	0%	Ν	0.095	Ν	0.56	780	Ν	2003
				From:		19-619 EAST									
637)	0.36	820	R							NA			NA		06/09/2003
	0.38	910	R	From:		19-1207				NA			NA		06/09/2003
637)	0.36	910	ĸ	To:		SR 47; SR 59				INA			INA		06/09/200
Charlotte County															
	0.10	70	R	From:		Appomattox County	Line			NA			NA		05/07/2003
(638)	0.10	70	K	To:		10.601				INA			INA		05/07/2000
638)	1.70	70	R	From:		19-691		ľ		NA			NA		05/07/2003
				To:		06-628									
638)	2.40	120	R	rioin.						NA			NA		05/07/2003
				To:		06-725; 19-725	Í								
639	1.90	220	R	From:		19-623				NA			NA		06/16/2003
(039)				To:		19-622									
				From:		Dead End									
640	1.15	60	R							NA			NA		06/16/2003
	0.15	60	R	From:		1.15 ME Dead E	nd			NA			NA		06/16/2003
640	0.15	00	K	To:		10 (22		1		INA			INA		00/10/2003
640	0.71	190	R	From:		19-632				NA			NA		06/16/2003
				To:		US 15 NORTH	I								
640	0.20	100	R	FISH		US 15 SOUTH				NA			NA		06/16/2003
040				To:		Mecklenburg Count	/ Line								
$\bigcirc$				From:		19-607									
641)	3.72	70	R	To:		19-612		1		NA			NA		05/03/2003
				From:		19-746									
642	0.28	390	R	<u> </u>		17-170				NA			NA		10/17/2000
				To: From:		19-645									
642)	2.60	250	R							NA			NA		10/17/2000
		•		From:		19-643									10/15/2007
642	1.11	300	R	To:		19-637 SOUTH	ī	1		NA			NA		10/17/2000
						17-03 / 300 11	ı								

					Charlotte Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	()(: ()K	AAWDT QW	Year
Charlotte County				From:	19-637 NORTH	1		
(642)	2.00	190	R		19-037 NORTH	I NA	NA	10/17/2000
				To	19-613			
$\bigcirc$			_	From:	19-746			
643	1.70	150	R			NA -	NA	05/03/2003
	0.57	120		From:	1.70 ME 19-746	NA.	NIA	05/02/2003
643)	0.57	130	R	To:	19-642	NA 1	NA	05/03/2003
				From:	19-615			
(644)	0.80	350	R	<u></u>		NA	NA	05/07/2003
				To: From:	Campbell County Line	]		
(644)	0.50	300	R			NA	NA	05/07/2003
				To:	Appomattox County Line			
	1 10	400	В	From:	19-642	NA.	NIA	10/17/2000
(645)	1.10	180	R			NA 1	NA	10/17/2000
Q15	0.63	200	R	From:	1.10 MN 19-642	NA NA	NA	10/17/2000
645)	0.00	200		To:	1 72 10 10 640	1	IN/A	10/1//2000
645	1.35	230	R	From:	1.73 MN 19-642	NA	NA	10/17/2000
645)	1.00		.`.	To:	19-619	1		10/11/2000
645)	1.57	290	R	From:	19-019	NA	NA	10/17/2000
043)				To:	19-786	<u> </u>		
(645)	0.30	510	R	From:	19-700	I NA	NA	10/17/2000
				To:	WCL Charlotte CH			
Town of Charlotte C.H.								
	0.25	510	R	From:	WCL Charlotte C.H.	J NA	NA	10/17/2000
(645)	0.25	310	IX.	т.,	40.4405	1	INA	10/11/2000
(645)	0.48	730	R	From:	19-1106	NA	NA	10/17/2000
045)	0.10		• • • • • • • • • • • • • • • • • • • •	To:	SR 40			10/11/2000
Charlotte County						_		
	0.75	40		From:	19-606	NIA.	NIA	00/00/0000
(646)	0.75	48	R	To:	Dead End	NA 1	NA	06/09/2003
				From:	19-619			
(647)	2.10	80	R		19 619	NA	NA	10/11/2000
				To:	19-746			
				From:	19-746			
648	3.29	60	R			NA	NA	05/20/2003
				From:	3.29 MN 19-746	]		
648	2.29	30	R	To:	19-619	NA 1	NA	05/20/2003
				From:	19-619	I 		
640	2.00	46	R		19-019	I NA	NA	05/13/2003
649				To	2.00 MS 19-619	<u> </u>		
649	1.80	7	R	From:	2.00 1915 17-017	NA	NA	05/13/2003
				To:	19-678 NORTH	1		
649	0.50	80	R	From:	15 O/OHORIH	I NA	NA	05/13/2003
				To-	19-678 SOUTH	}		
649)	0.62	40	R	From:		NA	NA	05/13/2003
				To: From:	0.62 ME 19-678	]		
649	0.30	40	R			NA	NA	05/13/2003
				To:	0.92 ME 19-678			

											K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Factor	QK	Factor	AAWDT	QW	Year
Charlotte County				From:		0.92 MI	E 19-678		ī							
649	2.16	40	R						•		NA			NA		05/13/200
	1.01	130	R	To: From:		3.08 MI	E 19-678		-		NA			NA		05/13/200
(649)	1.01	100		To:		19-	-619				IVA			INA		03/13/200
649	2.50	310	R	From:							NA			NA		05/13/2003
	2.50	420	F	From: 89%	0%	19- <b>1%</b>	-746 <b>2</b> %	7%	0%	С	0.098	F	0.578	430	F	2003
649	2.30	420		09 /0	0 76		2 /0	1 /0	-		0.090	'	0.576	430	ı	2003
649	3.00	520	R	From:							NA			NA		05/20/2003
	1.57	320	R	To- From:		19-	-650				NA			NA		05/20/200
649	1.57	320	Α.	To:			WEST				INA			INA		03/20/200
649)	0.70	60	R	From:		SR 47	EAST				NA			NA		05/13/200
649				To:		19-	-689		-							
649	3.84	190	R	To:		an 45					NA			NA		05/13/200
				From:			NORTH -667									
650	2.74	80	R			19-	-007				NA			NA		09/20/200
				To: From:		19-	-649									
650	1.15	170	R								NA			NA		09/20/2000
	3.58	170	R	From:		19-	-660				NA			NA		09/20/200
650	0.00			To:		NCL Ch	arlotte Cl	I			1471			147 (		00/20/200
Fown of Charlotte C.H.				From:		NCI Ch	l-#- Cl	т								
(650)	1.12	330	R			NCL Ch	ariotte Ci	1			NA			NA		09/20/200
				To:		SF	R 47									
Charlotte County				From:		19-	-604		1							
(651)	1.50	170	R	-					•		NA			NA		05/07/200
				From:			NORTH SOUTH									
(651)	1.70	50	R						-		NA			NA		05/07/2003
	0.80	80	R	From:		19-	-653		-		NA			NA		05/07/200
651)	0.60	00	ĸ	To:		0.90 M	E 19-653				INA			NA		05/07/200
(651)	1.40	130	R	From:							NA			NA		05/07/2003
				To: From:			SOUTH NORTH									
(651)	0.56	180	F	96%	2%	1%	1%	1%	0%	С	0.102	F	0.524	180	F	2003
				To:			S 15									
652)	1.64	50	R	From:		19-	-654				NA			NA		05/13/2003
(652)			-	To		1.64 MI	E 19-654				-			-		
652)	0.66	100	R	riom:							NA			NA		05/13/2003
	0.00	000		To: From:		19-	-653				NI A			NI A		0E/40/000
652	2.20	230	R	To		10.651	COLUMN		<del></del> 1		NA			NA		05/13/2003
652	0.60	330	R	From:		19-651	SOUTH				NA			NA		05/13/2003
				To:	]	Prince Edwar		Line								
	1.60	230	R	From:		SF	R 40				NA			NA		10/24/2000
653	1.00	230	Γ	To		19-	-652				INA			INA		1012412000

Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC:	QK Dir Factor	AAWDT	QW Year
Charlotte County				From:	19-652	1			
653)	1.20	47	R		17 002	NA		NA	05/13/2003
				To:	19-651				
$\bigcirc$				From:	SR 59				
654)	2.23	400	R	To:	SR 40 EAST	NA I		NA	05/13/200
				From:	SR 40 EAST SR 40 WEST				
654)	3.70	250	R			NA		NA	05/13/200
				To: From:	19-651 NORTH				
654)	0.75	270	R			NA		NA	05/07/200
				To: From:	19-749	}			
654	1.45	350	R			NA		NA	05/13/200
				To:	Prince Edward County Line				
	4.00	450	_	From:	19-604				40,00,000
655	1.88	150	R			NA		NA	10/23/200
	4.70			From:	19-658				10/00/000
655	1.70	230	R	To:	19-671	NA I		NA	10/23/200
				From:		l			
(FE)	2.50	50	R		SR 40	I NA		NA	05/07/200
656			•••	To:	19-604	]			00/0//200
				From:	19-649				
(657)	0.80	90	R			NA		NA	05/20/200
				To:	Dead End				
				From:	19-709				
658	4.41	250	R		40.555	NA		NA	10/23/200
				To:	19-655				
	0.60	470	В	From:	19-660	NIA.		NIA	05/00/200
659	0.60	170	R	To:	19-671	NA I		NA	05/09/200
				From:	19-650				
660	1.55	170	R		17-030	NA NA		NA	05/20/200
000				To:	SR 47 SOUTH	<u> </u>			
$\bigcirc$	0.40	040	_	From:	SR 47 NORTH			NIA	05/40/000
660	3.10	310	R			NA		NA	05/13/2003
$\overline{}$	0.00	470	_	From:	19-659	NIA.		NIA	05/40/000
660	0.80	170	R	To:	19-671	NA I		NA	05/13/200
				From:	SR 47	<u> </u>			
661)	5.12	170	R		SK 47	NA NA		NA	04/11/200
(001)				To:	Prince Edward County Line				
				From:	SR 47				
662	0.50	110	R			NA		NA	04/06/2000
				To:	19-691				
$\bigcirc$				From:	19-615				
(663)	3.80	130	R	To:	Annanathan Campta Lina	NA I		NA	05/20/2003
				From:	Appomattox County Line	<u> </u> 			
(664)	1.70	220	R		19-666	NA		NA	05/20/2003
664)	1.70	ZŽU	11		10.55	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		INA	03/20/200
	1.30	90	R	From:	19-665	NA		NA	05/20/2003
664)	1.30	90	ĸ	To:	19-615	]		INA	03/20/200
				From:	19-727	<del>.</del> I			
665)	3.47	290	R	<u> </u>	17-121	NA		NA	04/11/200
	-			To:	SR 47	1			

					Ch	arlotte Maintenar	nce Area	Ì							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:				1							
666	1.36	360	R			19-727				NA			NA		05/20/2003
	2.75	460	R	From:		19-721				NA			NA		05/20/2003
666	2.73	400	IX.	To:		SR 47				INA			INA		03/20/2003
				From:		19-727									
667)	3.17	160	R	To:		SR 40				NA			NA		06/09/2003
Town of Phenix															
668)	0.09	50	R	From:		SR 40				NA			NA		06/09/2003
	0.26	30	R	From:		0.09 ME SR 40	)			NA			NA		06/09/2003
668	0.20	30	IX.	To:		ECL Phenix				INA			INA		00/09/2003
Charlotte County															
	1.05	20	В	From:		ECL Phenix		J		NIA			NIA		06/00/2002
(668)	1.95	30	R	To:		19-667				NA			NA		06/09/2003
				From:		Dead End									
(669)	0.50	60	R			Dead End				NA			NA		06/09/2003
000				To		19-706									
(669)	0.30	70	R	From:		15 700				NA			NA		06/09/2003
				To:		SR 40									
				From:		19-617									
670	0.80	30	R	To:		D 15 1		1		NA			NA		05/13/2003
						Dead End									
(274)	1.88	190	F	From: 89%	2%	73-665; 73-671 5% 0%	1 4%	0%	С	0.138	F	0.72	190	F	2003
671)	1.00	130	•	To:	270		770	070	O	0.100		0.72	150	•	2000
671)	1.10	40	F	From: 89%	2%	19-660 5% 0%	4%	0%	F	0.186	F	0.625	40	F	2003
				From:		19-659									
671)	4.92	180	F	89% To:	2%	5% 0%	4%	0%	F	0.101	F	0.675	180	F	2003
				From:		73-667; 73-671									
672)	2.10	630	R	rioni.		19-678				NA			NA		03/27/2000
672				To:		10.602		1							
672	1.60	540	F	From: 98%	0%	19-693 1% 0%	1%	0%	С	0.102	F	0.614	550	F	2003
672)				To:		SR 40 WEST									
	4.00	450	_	From:	00/	SR 40 EAST	40/	00/	_	0.440	_	0.705	400	_	2002
672	1.30	450	F	98%	0%	1% 0%	1%	0%	F	0.110	F	0.705	460	F	2003
670	7.30	230	F	From: 98%	0%	19-681 1% 0%	1%	0%	F	0.131	F	0.535	230	F	2003
672	7.50	230	•	30 70 T	0 70		1 /0	0 70	'	0.131	•	0.555	250	'	2003
(0.70)	1.20	190	R	From:		19-727				NA			NA		05/07/2003
672	1.20	130		To:		19-615				14/4			IVA		03/01/2003
				From:		Dead End									
673)	0.50	60	R							NA			NA		05/13/2003
				To:		19-617									
$\bigcirc$				From:		19-672									
674)	1.30	130	R	То:		CD 40		1		NA			NA		03/06/2000
				From:		SR 40									
675	0.87	330	R	r rom.		19-617				NA			NA		07/17/2000
675	3.07	300		To:		10 (7)				11/1			11/7		3., 11,2000
675)	0.80	410	R	From:		19-676		J		NA			NA		07/17/2000
073				То:		SCL Phenix							. */ `		
									_				_		

					Cr	ianotte iv	laintenan	e Area	ı							
Route	Length	AADT	QA	4Tire	e Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Phenix				From:		SC	L Phenix		1							
675	0.60	410	R								NA			NA		07/17/2000
				To:		SR 4	10; 19-1001									
Charlotte County				From:			19-675									
676	1.10	100	R	To:		D	ead End				NA			NA		07/17/2000
				From:			ead End		•							
677	1.10	190	R	To:			19-619				NA			NA		08/28/2000
				From:			ead End		1							
678)	0.45	80	R	_							NA			NA		05/13/2003
				To: From:			49 SOUTH 49 NORTH									
678	1.20	90	R	-							NA			NA		05/13/2003
	0.00	220		From:			19-724				NIA			NIA		05/42/2002
678)	0.80	230	R	To:			10.610				NA			NA		05/13/2003
678)	0.60	340	F	97%	1%		19-619 0%	1%	0%	С	0.119	F	0.548	350	F	2003
				To: From:			19-672									
678)	3.10	100	F	97%	1%		0%	1%	0%	F	0.129	F	0.769	100	F	2003
				From:			SR 40 19-634									
679)	2.80	90	R	_			17 03 1				NA			NA		06/09/2003
				To:			19-606									
(680)	1.41	250	R	From:		US	S 15 BUS				NA			NA		05/20/2003
				To:			19-652									
	1.30	120	R	From:			19-672				NA			NA		03/08/2000
681)	1.50	120	K	To:		D	ead End				INA			INA		03/06/2000
				From:			19-649									
682	0.10	350	R	To:			SR 40		1		NA			NA		05/20/2003
				From:			19-686									
(683)	0.25	160	R								NA			NA		06/11/2003
				To: From:			ourg County US 15	Line								
684)	1.70	120	R	<u> </u>			03 13				NA			NA		1997
				To:			19-603									
685)	0.50	45	R	From:			19-608				NA			NA		06/11/2003
0003				To:			360 WEST									
685)	0.65	30	R	From:		US	360 EAST				NA			NA		06/11/2003
				To:			19-607									
<u></u>	0.40	210	R	From:		19-6	602; 19-609				NA			NA		07/17/2000
686	0.40	210		To			19-683				INA			INA		07/17/2000
686	0.80	120	R	From:							NA			NA		07/17/2000
				To:			19-607									
697	1.00	140	R	From:		D	ead End				NA			NA		11/01/2000
687)	1.00			To-			19-630				. 4/ \					
687)	0.20	30	R	From:							NA			NA		06/16/2003
				To:	-	D	ead End									

					Charlotte Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- K QC Facto	QK Dir or Facto	AAWDT QW	/ Year
Charlotte County				From:	D 15 1				
688	0.52	110	R	110111	Dead End	NA		NA	05/20/2003
				To: From:	19-754				07/00/0000
688	0.38	140	R	To:	WCL Keysville	NA		NA	05/20/2003
Town of Kevsville									
(688)	0.07	270	R	From:	WCL Keysville	NA		NA	05/20/2003
000				To:	SR 40				
Charlotte County				From:	SR 47				
(689)	0.60	10	R			NA		NA	05/13/2003
				To: From:	19-649				
690	0.50	30	R	From:	Dead End	NA		NA	06/16/2003
(030)				To:	0.50 ME Dead End				
(690)	0.03	80	R	From:	3.00 3.12 2 3.00 2.13	NA		NA	06/16/2003
				To:	US 15				
(COL)	1.20	60	R	From:	19-638	NA		NA	05/07/2003
691)	1.20			To:	19-701	147 (		14/1	00/01/2000
(691)	3.00	120	R	From:	19-701	NA		NA	05/07/2003
				To:	Prince Edward County Line				
Prince Edward County				From:	Charlotte County Line				
(691)	0.10	120	N		Charlotte County Line	NA		NA	05/07/2003
				To:	SR 47				
Charlotte County				From:	SR 47				
(692)	0.70	200	R		SK 47	NA		NA	06/09/2003
				To:	19-623				
	2.80	50	R	From:	19-619	NIA		NIA	05/12/2002
693)	2.00	50	ĸ	To:	19-672	NA		NA	05/13/2003
				From:	19-672				
694)	0.10	190	R			NA		NA	05/13/2003
				To: From:	19-617				
695)	2.80	50	R	FIOIII.	19-617	NA		NA	05/13/2003
000				To:	19-727				
$\bigcirc$	0.40		_	From:	19-665				05/00/0000
696)	0.10	30	R			NA		NA	05/20/2003
	0.15	20	R	From:	19-703	NA		NA	05/20/2003
696)	0.10			To:	SR 47	147 (		14/1	00/20/2000
				From:	SR 47 SOUTH				
697)	0.10	70	R			NA		NA	05/20/2003
	0.44	20		From:	0.10 MN SR 47	NI A		NΙΛ	05/20/2002
697)	0.41	30	R	To:	SR 47 NORTH	NA		NA	05/20/2003
				From:	Dead End				
698)	0.90	40	R			NA		NA	05/20/2003
				To: From:	19-746				
699	0.80	100	R	Front.	Dead End	NA		NA	05/07/2003
			-	To	SR 47	•			

						tte Maintenanc									
Route	Length	AADT	QA	4Tire	Rus	Truc Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:		Dead End		1							
700	1.40	190	R							NA			NA		03/27/200
				Tn·		19-727									
	1 55	460	R	From:		19-615				NIA			NIA		04/06/200
701)	1.55	160	ĸ	_						NA			NA		04/06/200
<del></del>	1.35	60	R	From:		19-736				NA			NA		05/07/200
701)	1.00		• • • • • • • • • • • • • • • • • • • •	To:		19-691				14/ (			14/ (		00/01/200
				From:		19-633		Ī							
702	0.50	20	R							NA			NA		06/16/200
				To:		Dead End									
<u></u>	0.70	30	R	From:		Dead End				NA			NA		06/20/200
703	0.70	30	K	To		19-696				INA			INA		00/20/200
				From:		19-727 SOUTH		Ī							
(704)	0.57	20	R							NA			NA		05/13/200
				To:		19-727 NORTH									
$\bigcirc$	0.50	220		From:		Dead End				NIA			NIA		00/40/000
705)	0.50	220	R	To:		SR 92		1		NA			NA		06/16/200
				From:		SR 40		1							
706	0.60	30	R			511 10				NA			NA		05/20/200
				To:		19-669									
$\sim$				From:		19-671 WEST									
707	0.72	60	R							NA			NA		05/13/200
	4.40	400	_	From:		0.72 ME 19-671		-							05/40/00
707)	1.48	130	R							NA			NA		05/13/200
	0.17	240	R	From:		19-760				NIA			NΙΔ		05/12/200
707)	0.17	240	ĸ	To:		73-671				NA			NA		05/13/200
				From:		Dead End									
708)	0.60	50	R							NA			NA		05/13/200
				To:		19-672									
Town of Charlotte C.H.				From:		CD 47		-							
700	0.48	1200	F	97%	1%	SR 47 1% 0%	1%	0%	С	0.095	F	0.6	1200	F	2003
(709)	00			To:		NCL Charlotte CH		070		0.000		0.0			
Charlotte County															
	0.00	040	_	From:		NCL Charlotte CH		00/	_	0.404	_	0.004	000	_	2002
709	0.92	810	F	97%	1% ´	1% 0%	1%	0%	F	0.101	F	0.621	820	F	2003
<u></u>	1.33	260	R	From:		19-604				NA			NA		09/20/200
(709)	1.55	200	K	To:		SR 40				INA			INA		09/20/200
				From:		SR 47									
710	1.35	100	R							NA			NA		06/09/200
				To: From:		1.35 ME SR 47		-							
710	2.80	140	R							NA			NA		06/09/200
				Tn·		US 15									
	1.00	00	Б	From:		Dead End				NΙΛ			NIA		03/06/200
(711)	1.00	80	R	To:		19-617				NA			NA		03/06/200
Town of Kevsville						-> V-1		I.							
				From:		US 15 BUS									
(712)	1.02	230	R	т		MOLIE				NA			NA		06/10/200
				To:		NCL Keysville		J							

					Charlotte Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- C K Factor	QK Dir Factor	AAWDT QV	V Year
Charlotte County				<u>.</u>	_	1 40101	1 dotor		
(712) Horseshoe Bend Road	1.22	170	R	From:	NCL Keysville	NA		NA	06/10/2003
				To: From:	Lunenburg County Line				
712 Horseshoe Bend Road	0.65	130	R			NA		NA	06/10/2003
	4.50	450		From:	Lunenburg County Line				
(712) Horseshoe Bend Road	1.59	150	R	To:	US 15; US 360	NA		NA	06/10/2003
				From:	19-606				
713	0.35	170	R		3,300	NA		NA	06/09/2003
<u> </u>	1.20	260	R	From:	19-730	NA		NA	06/09/2003
713	1.20	200	K	To:	SR 47	INA		INA	00/09/2000
Town of Kevsville									
	0.10	370	R	From:	19-712 Horseshoe Bend Road	NIA		NA	06/10/2003
(714)	0.10	3/0	ĸ	. —		NA		INA	06/10/2003
710	0.02	290	R	From:	19-716	NA		NA	06/10/2003
(714)	0.02	230		To:	Dead End	IVA		IVA	00/10/2000
				From:	Dead End				
715	0.06	10	R			NA		NA	05/20/2003
				From:	19-757				
(715)	0.07	690	R	. —		NA		NA	06/20/2000
				To:	US 15 BUS				
740	0.35	440	R	From:	19-714	NA		NA	10/26/2000
(716)	0.00	770		To:	10.710 H. D. ID. I	IVA		14/-1	10/20/2000
(716)	0.20	230	R	From:	19-712 Horseshoe Bend Road	NA		NA	10/26/2000
(10)				To:	Dead End				
Charlotte County				<u>.</u>					
	0.45	60	R	From:	Dead End	NA		NA	07/17/2000
(717)	0.43	00	K	To:	19-360	INA		INA	07/17/2000
Town of Keysville				<u> </u>					
				From:	US 15 BUS				
718	0.08	690	R	To:	19-712 Horseshoe Bend Road	NA		NA	10/23/2000
					19-712 Hoiseshoe Bend Road				
Charlotte County				From:	19-674				
(719)	0.50	70	R			NA		NA	05/13/2003
				To:	Dead End				
	0.65	60	R	From:	Dead End	NA		NA	04/11/2000
720	0.05	60	K	To:	19-615	INA		INA	04/11/2000
				From:	19-666				
(721)	0.80	90	R		12 333	NA		NA	05/20/2003
				To-	Dead End				
Town of Kevsville				From:	D 18.1				
(722)	0.07	180	R	FIOIII.	Dead End	NA		NA	06/20/2000
(722)				To:	19-757				22.20.200
(722)	0.05	820	R	From:	17-131	NA		NA	06/20/2000
				To:	US 15 BUS				
Charlotte County									
(722)	1.00	60	R	From:	19-678	NA		NA	03/08/2000
(723)	1.00	00	11	To:	Dead End	INA		1 11/7	00/00/2000

					Ch	arlotte Maintenan	ce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:		19-678		1							
(724)	1.00	60	R	<u> </u>		19-078				NA			NA		05/13/2003
				To-		Dead End									
$\bigcirc$	0.40	70	_	From:		06-725; 19-638				NIA			NIA		40/00/0000
(725)	0.13	70	R	To:		SR 47; Pr Edward	CL	1		NA			NA		10/26/2000
				From:		US 15									
(726)	1.80	46	R							NA			NA		06/16/2003
				To:		19-608									
Town of Phenix				From:		SR 40; 19-1008									
(727)	0.28	1600	F	95%	1%	1% 1%	3%	0%	F	0.113	F	0.543	1700	F	2003
Charlette County				To:		NCL Phenix									
Charlotte County				From:		NCL Phenix		J							
(727)	4.02	1600	N	95%	1%	1% 1%	3%	0%	Ν	0.113	N	0.543	1700	N	2003
	4.00	=00		From:	40/	19-783	00/	00/		0.404		0.507	700		2000
727	4.03	700	F	95%	1%	1% 1%	3%	0%	F	0.101	F	0.527	720	F	2003
727)	1.37	980	F	95%	1%	19-672 SOUTH 1% 1%	3%	0%	F	0.105	F	0.578	1000	F	2003
(121)				To		19-615			-		-				
(727)	0.94	1400	F	95%	1%	1% 1%	3%	0%	С	0.098	F	0.659	1500	F	2003
				To:		Appomattox County	Line								
	0.45	<b>E</b> 0	_	From:		19-650				NIA			NIA		05/20/2002
728)	0.45	50	R	To		Dead End				NA			NA		05/20/2003
				From:		Dead End		1							
(729)	0.60	60	R							NA			NA		05/13/2003
				To:		19-672									
(720)	0.15	190	R	From:		19-713				NA			NA		06/09/2003
730	00			To:		US 15									00/00/2000
(730)	0.04	100	R	From:		03 13				NA			NA		06/16/2003
				To: From:		19-763		1							
730	1.21	49	R							NA			NA		06/16/2003
				To:		Dead End									
Town of Kevsville				From:		19-757									
(731)	0.07	100	F	91%	2%	1% 1%	5%	0%	С	0.168	F	0.611	100	F	2003
				To:		US 15 BUS; SR 4	10								
Charlotte County				From:		Dead End									
(732)	0.75	50	R	_						NA			NA		05/20/2003
				To:		19-666									
(722)	0.58	40	R	From:		Dead End				NA			NA		05/20/2003
733	0.00			То:		19-664				1471			147 (		00/20/2000
				From:		19-617									
734)	0.80	47	R	To:		D 15 1				NA			NA		05/13/2003
T				10.		Dead End									
Town of Kevsville				From:		US 15 BUS									
735)	0.08	80	R							NA			NA		06/10/2003
				From:		19-789							***		00//0/5===
(735)	0.02	9	R	To:		Dead End				NA			NA		06/10/2003
						Dead Elid									

					Cha	arlotte Ma										
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:					1							
736	0.90	60	R	1101111			9-701				NA			NA		05/07/2003
				To		De	ad End									
				From:		De	ad End									
(737)	0.30	80	R	To:		1/	9-612		1		NA			NA		05/03/2003
				From:			R 47		]							
738)	0.22	40	R	<u> </u>			K 4 /				NA			NA		09/20/2000
				To:		S	R 47									
Town of Kevsville				r												
(720)	0.12	200	R	From:		S	R 59				NA			NA		10/30/2000
739	0.12	200		To:		19	9-765				INA			14/5		10/30/2000
Charlotte County				•					-							
				From:		S	R 47									
(740)	0.33	90	R	To:			R 47				NA			NA		10/31/2000
				From:												
741	0.25	60	R			1	9-612				NA			NA		06/03/2003
741)	0.20			To:		De	ad End									00/00/2000
				From:		De	ad End									
742)	0.55	40	R								NA			NA		05/07/2003
				To		19	9-654									
$\bigcirc$	0.50	470		From:		De	ad End				NIA			NIA		05/07/0000
743	0.50	170	R	To:		S	R 40				NA			NA		05/07/2003
				From:			9-603		1							
(744)	0.55	60	R	<u> </u>		1;	9-003				NA			NA		06/16/2003
				To:		Mecklenbu	rg County	Line								
				From:		De	ad End									
(745)	0.20	80	R								NA			NA		06/16/2003
				10.			9-622									
740	6.34	750	F	From: 86%	1%	Halifax (	County Li 1%	10%	0%	С	0.097	F	0.551	760	F	2003
746	0.04	100	•	To:	170			1070	<del></del>	Ū	0.007	•	0.001	700	•	2000
746)	3.76	550	F	From: 86%	1%	2%	9-642 1%	10%	0%	F	0.087	F	0.612	560	F	2003
740	00		-	To	.,,		9-649	.070		•	0.00.	•	0.0.2		•	
(746)	2.06	430	F	From: 86%	1%	2%		10%	0%	F	0.096	F	0.657	440	F	2003
149				To:			R 40									
				From:		De	ad End									
747)	0.80	80	R								NA			NA		03/08/2000
				To:			9-617									
	0.35	6	R	From:		19	9-678				NA			NA		05/20/2003
(748)	0.55	0	K	To:		De	ad End				INA			INA		03/20/2003
				From:			9-654		 I							
749	0.25	60	R	<u> </u>							NA			NA		05/07/2003
				To:		De	ad End									
				From:		De	ad End									
750	1.10	60	R	To:		1/	9-746				NA			NA		11/08/2000
				From:												
751)	0.90	90	R			De	ad End				NA			NA		07/17/2000
				To:		S	R 40				· •					
				From:		De	ad End									
752	0.70	130	R								NA			NA		05/20/2003
				To:		S	R 47									

					<u> </u>	arlotte Maintenar	nce Area								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:		19-801									
(753)	0.30	20	R	<u> </u>		19-801				NA			NA		05/07/2003
(733)				To:		Dead End									
				From:		Dead End									
(754)	0.40	40	R							NA			NA		05/20/2003
				To:		19-688									
$\bigcirc$				From:		SR 40									
755	0.15	9	R	To:		D 1E 1				NA			NA		06/10/2003
				From:		Dead End									
750	1.80	110	R	FIOIII.		Campbell County	Line			NA			NA		05/13/2003
(756)	1.00	110	IX.	To:		19-672				INA			INA		03/13/2003
Town of Voyaville															
Town of Kevsville				From:		19-765									
757	0.03	300	R						-	NA			NA		05/20/2003
				To: From:		19-772 EAST									
757	0.42	380	F	97%	1%	19-772 WEST 2% 1%	0%	0%	C	0.107	F	0.524	390	F	2003
757	0.42	300	•	J1 70	1 70		070	0 70		0.107	•	0.524	330	'	2000
	0.14	380	R	From:		19-731				NA			NA		05/20/2003
757	0.14	300	K	To:		19-722				INA			INA		03/20/2003
				From:		Dead End									
758	0.11	40	F	98%	1%	1% 0%	0%	0%	l F	0.158	F	0.667	40	F	2003
730	2		-	To:					1		•			-	
750	0.09	160	F	From: 98%	1%	19-757 1% 0%	0%	0%	С	0.106	F	0.579	160	F	2003
758)	0.00	100	•	- T	170		070	0 70	ı	0.100	•	0.070	100	•	2000
	0.09	410	R	From:		US 15 BUS				NA			NA		05/20/2003
758)	0.09	410	IX.	To:	1	9-712 Horseshoe Ber	nd Road			INA			INA		03/20/2003
Charlette Country															
Charlotte County				From:		19-637 EAST									
(759)	0.12	260	R	_					•	NA			NA		10/18/2000
				To:		19-612; 19-637 W	EST								
				From:		Dead End									
760	0.18	47	R	. I					ı	NA			NA		10/23/2000
				To:		19-707									
	0.05	40	_	From:		Dead End				NIA			NIA		00/00/2002
761)	0.85	40	R	To:		19-637		1	l	NA			NA		06/09/2003
				From:		19-617									
(762)	3.25	90	R	<u> </u>		19-017				NA			NA		03/27/2000
(102)	0.20		•••	To:		19-672									00/2//2000
				From:		Dead End									
(763)	0.70	50	R							NA			NA		06/16/2003
				To		19-730									
				From:		Dead End									
764)	0.45	60	R	_					•1	NA			NA		06/16/2003
				To:		SR 92									
Town of Kevsville				From:		10.505			1						
705	0.05	250	R	rrom:		19-795			l	NA			NA		10/26/2000
(765)	0.00	200	ĸ	_					i	INA			INA		10/20/2000
	0.45	420	-	From:		SR 59				0.450		0.505	420		2002
765	0.15	130	F							0.158	F	0.585	130	F	2003
,	0.45	400		From:	00/	19-757	00/	00/	_	0.450		0.510	400		0000
765	0.15	160	F	98% To:	0%	1% 0%	0%	0%	С	0.158	F	0.542	160	F	2003
						US 15 BUS; SR	40								

					Ch	arlotte Main	tenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:		Dead			<u>-</u> -							
(766)	0.40	46	R			Deau	Enq				NA			NA		05/13/2003
				To:		19-6	72									
				From:		Dead	End									
(767)	0.02	NA		To:		19-6	42				NA			NA		
				From:		Dead			1							
(768)	0.02	NA									NA			NA		
				To:		19-6	42									
Town of Kevsville				From:		US 15	RUS		I							
(769)	0.23	90	R			05 15	ВОБ				NA			NA		07/17/2000
				To:		Dead	End									
Charlotte County				From:		Dead	F., J		1							
(770)	0.35	110	R			Dead	Ena				NA			NA		06/09/2003
(10)				To:		19-6	49		ĺ							
Town of Kevsville																
(774)	0.10	80	R	From:		19-7	16				NA			NA		10/26/2000
(771)	0.10	00	IX	To:		19-7	107				INA			INA		10/20/2000
(771)	0.10	20	R	From:		19-7	96				NA			NA		10/26/2000
		_		To		Dead	End		ĺ							
Charlotte County																
770	0.05	200	F	95%	0%	3%	⁵⁹ 1%	1%	0%	F	0.117	F	0.796	200	F	2003
(772)	0.00	200	•	JJ 70	070			1 70		'	0.117	'	0.750	200		2000
(772)	1.59	240	F	From: 95%	0%	19-7 <b>3</b> %	1%	1%	0%	F	0.134	F	0.529	240	F	2003
				To:		SCL Ke										
Town of Kevsville																
(772)	0.38	240	N	95%	0%	SCL Ke	ysville 1%	1%	0%	N	0.134	N	0.529	240	N	2003
(772)	0.00			To:	0,0	19-757		170		.,	0.101	.,	0.020	2.10	.,	2000
(772)	0.10	650	F	95%	0%		1%	1%	0%	С	0.089	F	0.548	660	F	2003
<u></u>				To		US 15	BUS									
$\bigcirc$			_	From:		19-7	74									
(773)	0.05	100	R	To:		SR:	50				NA			NA		05/20/2003
				From:		19-8										
(774)	0.16	30	R			17-0	120				NA			NA		05/20/2003
				To:		19-7	73									
Charlotte County				From:		D1	F., J		1							
(775)	0.25	40	R	rioin.		Dead	End				NA			NA		05/07/2003
(119)				To		19-7	'09									
(775)	0.45	60	R	From:		17 ,	0)				NA			NA		09/20/2000
				To:		Dead	End									
Town of Kevsville				From:		CD.	50		1							
(776)	0.04	230	R			SR	59				NA			NA		10/26/2000
			-	To:		19-7	72				-			-		
Charlotte County																
	0.45	30	R	From:		Dead	End				NA			NA		05/20/2003
(777)	0.43	JU	_ ^	To:		19-7	'46				11/7			19/4		
				From:		Dead										
(778)	0.50	60	R	<u> </u>							NA			NA		05/20/2003
				To:		19-7	72									

					Charlotte Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Tra		AAWDT OW	Year
Charlotte County				From:	Dead End	+		
(779)	0.40	80	R		Dead End	NA NA	NA 11/	/08/2000
				To:	19-746	]		
700	0.20	20	R	From:	Dead End	NA	NA 05/	/07/2003
(780)	0.20	20		To:	19-654	]	14/4 00/	0112003
Town of Kevsville				From:	P. 18.1	T		
(781)	0.09	20	R	rioin.	Dead End	L NA	NA 06/	/10/2003
(701)				To:	SR 40	1		
Charlotte County				From:	Dead End	T		
(782)	0.63	120	R	<u> </u>	Dead End	NA NA	NA 05/	/20/2003
				To:	SR 40	]		
	0.30	50	R	From:	Dead End	NA	NA 05/	/13/2003
(783)	0.30	50	K	To:	19-727		INA 03/	13/2003
				From:	Dead End			
(784)	0.90	140	R	To:	19-613	NA T	NA 10/	/31/2000
				From:	Dead End	<u> </u>		
(785)	0.75	60	R	_	Doug Ella	NA	NA 05/	/13/2003
				Tn·	19-672	1		
(786)	0.60	210	R	From:	Dead End	NA	NA 08/	/30/2000
(786)	0.00			To:	19-645	]	1471 007	00/2000
Town of Kevsville				-		+		
(787)	0.09	130	R	From:	19-716	L NA	NA 10/	/26/2000
(101)				To:	19-796	1		
(787)	0.05	2	R	From:		NA	NA 06/	/10/2003
				To:	Dead End			
Charlotte County				From:	SR 47			
(788)	0.40	90	R	To:	D 10 1	NA NA	NA 06/	/09/2003
T CV III				10.	Dead End			
Town of Kevsville				From:	Dead End			
(789)	0.06	90	R	To:	19-735	NA T	NA 06/	/10/2003
Charlotte County					17-733	L		
	2.50		_	From:	Dead End		101	100 1000 4
790	0.50	60	R	To:	19-678	NA T	NA 10/	/09/2001
				From:	SR 59			
(791)	0.22	50	R	_		NA	NA 08/	/30/2000
				To: From:	Dead End	1		
(792)	0.60	70	R	rioid.	Dead End	L NA	NA 03/	/08/2000
				To:	19-672	1		
	0.70	00		From:	Dead End	NIA	NA OF	12012000
793	0.70	90	R	To:	SR 47	NA T	NA 05/	/20/2003
				From:	Dead End			
(794)	0.40	30	R	т	10.610	NA NA	NA 05/	/13/2003
				To:	19-649			

					Charlotte Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT C	W Year
Town of Kevsville				From:	Dead End				
(795)	0.08	60	R		Dead End	NA		NA	05/20/200
				To	19-765				
_				From:	US 15 BUS				
796	0.08	310	R			NA		NA	06/16/200
<u> </u>				To: From:	19-787				
796	0.12	50	R			NA		NA	06/16/200
				To:	19-771				
Charlotte County									
	0.20	140	R	From:	US 360	NA		NA	05/20/200
797)	0.20	140	ĸ	To:	Dead End	INA		INA	03/20/200
				From:	19-606				
700	0.10	120	R		19-000	NA		NA	06/09/200
798)	0.10	0	••	To:	Dead End				00/00/20
				From:	Dead End				
799)	0.41	110	R		Detta Ena	NA		NA	06/09/200
199				To:	19-623				
				From:	Dead End				
800	0.30	40	R			NA		NA	05/13/200
				To:	73-664; Pr Ed CL				
800	0.44	150	R	From:	75 001, 11 124 01	NA		NA	05/13/200
				To:	19-671				
				From:	Dead End				
801)	0.08	20	R			NA		NA	04/05/200
				To:	19-753				
801)	0.67	60	R	From:	17 703	NA		NA	05/07/200
001)				To:	Campbell County Line				
				From:	19-699				
802	0.19	NA				NA		NA	
				To:	Dead End				
				From:	Dead End				
805)	0.21	50	R			NA		NA	11/01/20
				To:	19-606				
				From:	Dead End/				
807)	0.30	NA		_		NA		NA	
				To:	US-00015(B)/				
$\sim$			_	From:	Dead End				
810	0.50	60	R	To:	19-608	NA		NA	06/09/200
				From:					
	0.34	50	R	From:	US 15	NA		NA	05/20/200
820	0.54	30	1	To:	Dead End	INA		INA	03/20/200
F 617 '11					Doug Dia				
Town of Kevsville				From:	US 15 BUS				
823)	0.10	70	R			NA		NA	06/10/200
				To:	19-824				
				From:	Dead End				
824)	0.15	20	R			NA		NA	06/10/200
				To:	19-823				
<u> </u>				From:	19-826				
825)	0.35	30	R			NA		NA	05/20/20
				To	SR 59				
Charlotte County				. 1					
	0.04	20	-	From:	19-825	A I A		N I A	05/00/00
826)	0.04	30	R	To:	WCI Voyavilla	NA		NA	05/20/200
					WCL Keysville				

					Cha	arlotte Maintenar	nce Area								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kevsville				From:		WCL Keysville	2	-							
826)	0.10	40	R	<u> </u>		WCL Keysville	<u>-</u>			NA			NA		05/20/2003
				To:		SR 59									
Charlotte County				From:		10.645									
(830)	0.30	30	R			19-645				NA			NA		05/20/2003
000				To:		Dead End									
Town of Phenix				From:											
(1001)	0.43	90	R	From:		Dead End				NA			NA		06/03/2003
(1001)	0.10		• • • • • • • • • • • • • • • • • • • •	To:		19-1007									00/00/2000
(1001)	0.07	250	R	From:		19-1007				NA			NA		06/03/2003
				To:		SR 40; 19-675									
$\sim$				From:		SR 40; 19-675	i								
(1002)	0.14	330	R	To		10 1005				NA			NA		06/09/2003
				From:		19-1005									
(1003)	0.07	70	R	FIOIII.		SR 40				NA			NA		06/03/2003
(1003)	0.07			To:		19-1004									00/00/2000
1003	0.07	50	R	From:		19-1004				NA			NA		06/03/2003
(1000)				To		19-1005									
1003	0.06	40	R	From:		17 1002		ļ		NA			NA		06/03/2003
				To:		19-1006									
$\bigcirc$				From:		Dead End									
1004	0.23	50	R							NA			NA		06/03/2003
	2.22		_	From:		19-727									00/00/0000
1004	0.09	50	R							NA			NA		06/03/2003
	0.08	30	R	From:		19-1003				NA			NA		06/03/2003
(1004)	0.06	30	K	To:		19-1013				INA			INA		00/03/2003
				From:		19-01013(R)/									
(1004)	0.09	NA		To:		D1E-1/				NA			NA		
				From:		Dead End/									
(1005)	0.09	30	R			Dead End				NA			NA		06/03/2003
(1003)				To		19-1002									
(1005)	0.09	60	R	From:		17-1002				NA			NA		06/03/2003
$\bigcup$				To: From:		19-727									
(1005)	0.16	80	R	FIOIII.						NA			NA		06/03/2003
				To:		Dead End									
	0.45			From:		Dead End				N1.0			NIA		00/00/0000
1006	0.15	20	R							NA			NA		06/09/2003
	0.21	70	R	From:		0.15 ME Dead E	nd			NA			NA		06/09/2003
(1006)	0.21	70	IX.	To:		19-727 Gap Term	inus			INA			INA		00/09/2003
			_	From:		Dead End; Gap Terr									00/00/
(1006)	0.04	20	R	To:		19-1003				NA			NA		06/03/2003
				From:		19-1003		<u>_</u>							
(1007)	0.09	100	R	<u> </u>		19-1001				NA			NA		06/03/2003
			-	To:		19-1008				-			-		
				From:		19-1007									
1008	0.07	330	R	т.,		OP 40 10 50	,			NA			NA		06/03/2003
				To:		SR 40; 19-727	1								

					Charlotte Maint								
Route	Length	AADT	QA	4Tire		Truck ·Axle 1Trail 2Trail		K actor	QK	Dir Factor	AAWDT	QW	Year
Town of Phenix				From:	Dead I	End							
(1009)	0.05	10	R					NA			NA		06/03/2003
				To:	19-67								
(100)	0.05	10	R	From:	Dead I	End		NA			NA		06/09/2003
(1010)	0.00	10		To:	0.05 ME D	I F. J	Í	14/3			IVA		00/03/2000
(1010)	0.19	80	R	From:	0.05 ME D	ead End		NA			NA		06/03/2003
				To:	19-72	27							
$\bigcirc$				From:	19-67	75							
(1011)	0.07	20	R			_		NA			NA		06/03/200
$\bigcap$	0.07	20	R	From:	SR 4	10		NA			NA		06/03/200
(1011)	0.07	20	K	To:	19-10	004		INA			INA		00/03/200
				From:	SR 4	-							
(1012)	0.05	45	R			•		NA			NA		06/03/2003
				To:	19-10								
0.06	0.00	20	R	From:	19-10	12	NIA			NA	06	00/02/2004	
	0.06			To	19-10	004		NA		NA		06/03/2003	
Town of Charlotte C.H.													
				From:	Dead I	End							
(1101)	0.34	100	R	To:	SR 4	17		NA			NA		08/30/2000
				From:									
(1102)	0.11	40	R		SR 4	<i>}</i> /		NA			NA		05/07/2003
				To	Dead I	End							
(1103)				From:	SR 4	17							
	0.56	150	R	т				NA			NA		05/07/2003
				To:	SR 4								
(1104)	0.19	50	R		Dead I	∃nd		NA			NA		05/07/2003
	00			To:	19-70	09							00/01/200
0.06				From:	19-11	.03							
	0.06	NA		т			NA		NA				
				To: From:	Dead I								
(1106)	0.50	270	R	From:	Dead I	idd	NA				NA	08/30	08/30/2000
	0.00			To:	19-64	45							
	_			From:	SR 4	10							
(1107)	0.09	70	R					NA			NA		05/07/2003
				To: From:	19-11	-							
(1108)	0.19	120	R	FIOIII.	Dead I	∃nd		NA			NA		05/07/2003
	00			To:	SR 4	10							00/01/200
				From:	19-70	09							
(1109)	0.25	60	R					NA			NA		05/07/2003
				To:	Dead I							<del></del>	
(1110)	0.15	60	R	From:	Dead I	ana		NA			NA		05/07/2003
	0.10			To:	SR 4	17							
				From:	SR 4	10							
1111)	0.65	760	R					NA			NA		05/07/2003
				To:	SR 4								
(1113)	0.25	250	R	From:	Dead I	ಪnd		NA			NA		08/30/2000
	0.20	200	11	To	19-11	.11		11/1			INA		30,30,200
						<u>-</u>							

					Chanolle Maintenance Area		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	K Dir QC Factor Facto	AAWDT QW Year or
Town of Charlotte C.H.				From:	19-1111	<u> </u>	
(1114)	0.08	240	R	<u>.                                    </u>	.,	NA	NA 08/30/200
				To: From:	0.08 ME 19-1111	]	
(1114)	0.14	240	N	To:	CD 47	NA 1	NA 08/30/200
T. (D.) D.)				""	SR 47		
Town of Drakes Branch				From:	Dead End		
(1201)	0.12	150	R	To:	10.610	NA <b>1</b>	NA 08/30/200
				From:	19-619	<u> </u>	
(1202)	0.20	240	R		SR 47	I NA	NA 08/30/200
(1202)				To:	Dead End	]	
$\bigcirc$				From:	19-619		
(1203)	0.03	540	R	To:	SR 47	NA 1	NA 10/31/200
				From:	19-619		
1204	0.24	310	R	<u></u>	17-017	I NA	NA 10/31/200
				To:	SR 47		
(1205)	0.25	160	R	From:	SR 47		
						NA -	NA 07/10/200
(1205)	0.25	200	R	From:	0.25 ME SR 47	NA NA	NA 06/00/200
	0.25	200	ĸ	To:	Dead End	NA ]	NA 06/09/200
				From:	SR 47		
1206	0.25	210	R		550 17	NA	NA 10/31/200
				To:	Dead End		
(1207)	0.21	400	_	From:	19-619	NIA	NA 10/21/200
	0.21	180	R	To:	19-637	NA 1	NA 10/31/200
				From:	Dead End		
(1208)	0.06	40	R			NA	NA 08/30/200
				To:	19-619		
(1209)	0.16	80	R	From:	Cul-de-Sac	J NA	NA 08/30/200
	0.10	80	K	To:	19-623	]	NA 00/30/200
				From:	Dead End		
(1210)	0.15	9	R	-		NA	NA 06/09/200
(1210)				From:	19-1212	]	
	0.01	330	R			NA NA	NA 10/11/200
				To: From:	SR 47		
(1211)	0.06	40	R	FIOIII.	Dead End	J NA	NA 08/30/200
				To:	19-623		
				From:	19-1210		
(1212)	0.12	220	R			NA 1	NA 10/11/200
				To: From:	Dead End	<u> </u>	
1213	0.06	120	R	r tom.	Dead End	J NA	NA 06/09/200
12.13	0.00	•		To:	SR 47	]	33,33,200
Charlotte County							
9091)	0.23	100	R	From:	19-654	NA	NA 04/04/200
	0.23	100	ĸ	To	Eureka Elem School	]	NA 04/04/200
				From:	US 15	· 	
9092	0.06	NA		_		NA	NA
				To	Cul-de-Sac		

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County																
				From:		J Murry Je	ffress Eler	n Sch								
(9477)	0.06	360	R								NA			NA		05/20/2003
				To:			SR 40									
Town of Charlotte C.H.																
				From:		1	SR 47									
(9504)	0.03	NA									NA			NA		
$\bigcup_{i=1}^{n}$				To:		Central	High Scho	ool								
Town of Phenix																
				From:		]	19-727									
(9729)	0.09	200	R								NA			NA		04/04/2000
				To:		Phenix	Elem Scho	ool								
Charlotte County																
				From:			19-606									
(9730)	0.09	190	R								NA			NA		04/04/2000
				To:		Bacon	Elem Scho	ool								